

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE

MINUTES

Thursday, January 25, 2007

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, January 25, 2007, at 2:00 p.m. in the Council Chambers. Present were Paul Crook and Ed Walton. Peter Fait represented Tony Peña and Rick Sitta represented Kim Raddatz. Scott Huth was absent and unrepresented. Assistant Engineer Dave Johnson was also present.

1. Minutes of the October 26, 2006 Meeting – Mr. Walton moved to approve the minutes and Mr. Sitta seconded the motion. The motion passed with Mr. Fait abstaining.

2. Oral Communications – Margaret Quackenbush, 440 Pomona, has lived at that address for about 24 years. She appeared before the City Council recently and she gave the following communication. She read: “I’m here to talk about the commuter traffic. Monday through Friday, between 3:00 and 6:00 p.m., weekdays, over 2,000 vehicles are traveling north and south on Pomona. Pomona is a residential street with cars parked on both sides, cross streets and pedestrians crossing, including children returning home from school on bicycles. This heavy, two-way traffic is dangerous. Not only is it dangerous, it is unnecessarily dangerous. By simply prohibiting left turns onto Pomona at the tennis courts between 3:00 and 6:00, Monday through Friday, it would keep the northbound commuter traffic on Glorietta, allowing the northbound traffic to follow the golf course around and over the bridge. It would not create a traffic problem for Glorietta and would make Pomona much safer. The commuters choose Pomona as it saves them 20 to 25 seconds of driving, but in the process it creates dangerous traffic on Pomona. I ask that the Council consult with their traffic committee and see if this idea could be implemented. Thank you.” Obviously, they didn’t communicate with the T.O.C.; they’re not interested in doing this and it’s not politically to their benefit because then they might have to be responsible to Glorietta Boulevard homeowners. At any rate, it looks like nothing is going to be done; everyone simply ignores the problem and must be waiting for somebody to be hit or killed on Pomona.

3. Recommendation Regarding the Request to Install a Blue Curb Zone in Front of 531 I Avenue – Mr. Johnson said that a letter had been received from Mary Ellen Teeter, 531 I Avenue, requesting a blue curb zone be placed in front of her residence. She stated that she is taking care of a mother-in-law who has a disability. The City has a warrant for the installation of residential blue curbs with four criteria that need to be met. She has met two of them already – they have a valid handicap placard and a physician’s letter recommending that the person have a blue curb due to not being able to walk unassisted more than 50 feet. The third criterion is that they cannot have any area, including a garage, on their property which could be converted to a handicap parking area. Lastly, the warrant states that they must renew it on a yearly basis if it is granted. This property

does not meet the criterion of not having any on-site area that could be converted to handicap parking as this property has a garage on-site. Therefore, based on the warrant, the recommendation is to not install a blue curb.

Staff has suggested an alternative to this recommendation; the property in question does not necessarily have an accessible path from where the mother-in-law is staying to the garage and that is the main reason for the request. It's not feasible for Ms. Teeter to accompany her mother-in-law from the living quarters to the garage. Secondly, there was a residential blue curb in this same vicinity at 511 I Avenue that was in place for approximately 10 years. It was recently removed because the person it was granted to no longer lives at the residence. This alternative would be that Council may want to consider the installation of a blue curb at this location.

Mary Ellen Teeter, 531 I Avenue, said that she is the primary caregiver for her mother-in-law who is 89 years old. Although they do have a garage, it does not have direct access from the house into the garage. They have to go outside a door and down a step. She produced some pictures indicating the path of travel – from the back door you go down a step, walk along, and then go up a step into the garage. There's not a direct door from the interior of the house to the garage. Their garage holds their vehicles, but it also holds a lot of extraneous things. In order for her to get her mother-in-law back there it's not easy and it's not safe for her. She uses a walker all the time and if it's farther she uses a wheelchair. So often when she's done this, which is several times a week, cars are parked in front of their house. The Teeters don't normally park their cars there, so people are used to using spaces in front of their house at will.

Mr. Walton said that without being able to go inside the Teeters' house, it looks like the garage is attached to the house. Ms. Teeter responded that it is. Mr. Walton asked if a doorway could be placed between the residence and the garage. Ms. Teeter didn't think so. She said there's a bedroom that shares a wall with one part of the garage. The house is large in front, skinny, and then large in back which is the garage. The only direct access is through a bedroom and there is permanent shelving which was already there when they bought the home. Mr. Fait said the Building Code does not allow direct access from a garage to a bedroom for fire safety reasons. Mr. Walton asked if another type of room would be acceptable and Mr. Fait said yes, the bedroom could be converted to some type of other use or perhaps a room could be put in between or create a hallway. Ms. Teeter said that this is a guest bedroom and not very big. The walkway into the bedroom is through a bathroom; she doesn't know how they could convert the bedroom.

Mr. Walton said he is not going to be in favor of this. His reasoning is that the warrant states that the property cannot have any area that can be converted and he thinks there's a possibility that the garage could be converted to house a vehicle that could be handicap accessible. The second reason is that he's been driving by ever since this issue came up and every time he's driven by this area there seems to be available parking. This is a decal parking zone, so it's not open to public parking, just to residents. He's hesitant to put a 24-hour, seven-day-a-week parking restriction on everyone when he doesn't see a need.

Mr. Crook made a motion to approve the alternative recommendation to install a blue curb zone and Mr. Sitta seconded it. The vote resulted in a tie with Mr. Crook and Mr. Sitta voting aye and Mr. Walton and Mr. Fait voting nay. It was decided that since this is an advisory vote to the City Council it would be forwarded to them.

Ms. Teeter said a letter had been circulating among neighbors supporting the installation of a blue curb zone and she wondered if the Committee had seen it. Mr.

Johnson responded no, but he had received one phone call against the installation. Mr. Crook said that if she has something signed by her neighbors she could bring it to the Council meeting.

4. Recommendation Regarding the Request for a Reserved Parking Space for the School District Nurse in the 600 Block of D Avenue – Mr. Johnson said that Assistant Superintendent Scott Buxbaum, Coronado Unified School District (CUSD), requested that the City reserve a parking space for the school nurse who has some duties that require her to visit other schools. Her office is in the high school administration offices that front D Avenue. One of her duties is administering insulin to a student at the Early Childhood Development Center. Mr. Johnson met with her and she said there is a need for her to be able to respond within minutes to get to the school to provide that insulin to the student. It's very difficult to get parking right in front of the high school; therefore, CUSD has requested that a space be reserved for the nurse on the west side of D Avenue, approximately in the middle of the block. The California Vehicle Code, Section 22507, allows the local municipality to adopt an ordinance or resolution authorizing preferential parking for school personnel. Therefore, the City of Coronado has the authority to designate a reserved parking space. It's the staff recommendation to reserve a 20-foot parking space for the school nurse. It should be operable between 7:00 a.m.-4:00 p.m., Monday through Friday. It would be a green curb zone and a sign would need to be placed stating the purpose of that parking space.

Scott Buxbaum, CUSD, felt Mr. Johnson had done a great job explaining the situation. He asked if the area in question was the current red zone and Mr. Johnson said they had planned to put it just to the north of the red zone. He understands that there's still a full-size bus that comes for special education students. He spoke with the facilities superintendent and the bus driver and they felt that the entire red zone was necessary. Mr. Buxbaum said CUSD has a parking lot that was just completed on Seventh Street, past the new 500 building, but the distance between that and the nurse's office is not conducive to quick response times.

Mr. Sitta asked where the staff parking lot is and whether it is too far for the nurse to travel. Mr. Buxbaum responded that there is an approximately 34-space lot just past the new 500 building on Seventh Street and the nurse's office is in the front of the administration building. It's about 200-300 yards so it's not a huge distance, but if she needs to get out quickly it's not very convenient.

Mr. Fait asked if the nurse has an I.D. placard that would be in the car so that the police would know that it's an authorized nurse vehicle and can be parked there. Mr. Buxbaum said CUSD could make a placard that says "School Nurse" that she could place on the dashboard. They have something like that for the parking lot, so it wouldn't be difficult to make one for her. Mr. Crook said the Police Department could make something that has the City logo on it.

Mr. Walton said he would reluctantly go along with the recommendation. He knows that with the tight constraints of the high school, parking is very difficult. He is reluctant because he doesn't want to set a precedent of reserving on-street parking for any particular person. But in this case he thinks we have to.

Mr. Fait supports that as well and believes that with the time restriction it helps to free it up for the public after school hours.

Mr. Crook asked if the sign would say "School Nurse" and Mr. Johnson responded that it will say "School Nurse Reserved Parking/Monday-Friday/7:00 a.m.-

4:00 p.m.” Mr. Fait wondered about the summertime when the reserved space would not be needed. Also, maybe the wording “During School Hours” could replace “7:00-4:00,” although some people might not be aware of when school hours are. Mr. Johnson believes that the nurse gets to work before school officially starts, so school hours might be outside the 7:00-4:00 span he had discussed with her. He said there may need to be creativity with the sign language or it could be bagged in the summer. Mr. Fait observed that there’s not a lot of parking there in the summer and Mr. Crook said if there’s a complaint it can be addressed and maybe use a meter bag with a lock.

Mr. Sitta moved to approve the recommendation to install a 20-foot green curb as a reserved parking space for the school nurse and Mr. Fait seconded the motion. It passed unanimously.

5. Recommendation Regarding the Request to Accommodate Passenger Vehicle Parking at the Public Boat Launch Parking Lot – Mr. Johnson reported that the City Manager’s office asked the Engineering Department to research the current parking restrictions at the public boat ramp just south of the new Community Center. At present, parking is restricted to vehicles with boat trailers and there is a complete prohibition between 2:00-3:00 a.m. to prevent overnight parking. The City Manager’s office was concerned that often the parking lot is underutilized and with the increased activity at the Community Center, it could be used for people visiting the Community Center, particularly during evening hours.

Staff looked into the restrictions and there was some concern because the City has received funds in the past from the Department of Boating and Waterways to improve the boat launch. Mr. Johnson examined the agreements the City has with them regarding these grants and there are no restrictions on times or particular users of the parking lot, only that the facility be open for the enjoyment of the public. It doesn’t seem as though there would be any restriction on allowing vehicles without boat trailers to park there.

Prior to 1979 there was a restriction on parking from 2:00-5:00 a.m. and in 1979 a faction of boaters came to Council saying they felt that was too restrictive because a lot of people want to get out on the water earlier than 5:00 a.m. That’s when the hours were changed from 2:00-3:00 a.m. to prevent overnight parking. Mr. Johnson believes that at that time the restriction was also placed on the boat trailers. Because there don’t seem to be any restrictions placed on what the City can do as far as allowing certain uses, the staff recommendation is to allow vehicles with or without trailers to park there from dusk to daylight while still having in place the 2:00-3:00 a.m. restriction. That will allow vehicles without boat trailers to park there during the evening hours when there may not be as many vehicles with trailers.

Mr. Fait asked for a description of the layout of the lot, approximately how many spaces it has and the length of the center section. Mr. Johnson did not know how many spaces there are, but he guesses there are about 15. As you’re coming southbound on Strand Way, the circulation of the lot is that you enter the first parking aisle and then make a U-turn (it’s one way); there’s parking allowed on each side of the lot and there are also aisle spaces. Mr. Fait wondered if the lot tended to get full in summertime or is there a chance that some of the spaces could be open to any type of vehicle, even during the day? Mr. Johnson said at this time of the year there are spaces open during the day; he was there at lunchtime today and there were only three vehicles with trailers. He thinks that during the summertime it gets pretty busy and there are a lot of vehicles with boat trailers. This recommendation is being made mainly to accommodate the evening

hours of the Community Center; in the evening there are a lot of cars parked on SR-75 and the perpendicular spaces are pretty much full.

Mr. Fait is supportive of the recommendation but thinks it would be worth looking at the center aisle that is angled and kind of a drive-through. If that's 36 feet or more perhaps the center of it should be striped to make it clear that two cars can park there, so they don't drive up and park in the middle. It wouldn't preclude anyone with a truck and a trailer. Mr. Johnson said he'd have to look into that; he's never seen anything striped so that a person can decipher when it's for full-length and when it's for passenger vehicles. Mr. Crook thought that the Vehicle Code says something about being parked within the marked parking space. With a solid line someone may pull in with a boat or a trailer and think they can't use the two spaces and then there's the problem of sticking out in the aisle and others can't get through. Mr. Fait suggested making the dividing line dashed.

Mr. Walton can attest that the parking lot does get used a lot by boat trailers. When he had his boat oftentimes he would have to park on Strand Way because all the spaces were full. It is particularly worse now because you cannot parallel park on Strand Way, so those people have to drive farther. He thinks that keeping it for vehicles with trailers, at least during the daylight hours, is very important. He would go a little further and start the allowance for passenger vehicles one hour after sunset rather than dusk because when he was boating he would come in as soon as it started to get dark and by the time he got fully loaded it would be about an hour after dark. Lastly, there is already a prohibition from 2:00-3:00 a.m. so it may be easier for enforcement to say "Passenger Vehicles Allowed from 1 Hour after Sunset to 2:00 a.m." He doesn't feel passenger vehicles would be using this lot from 3:00 a.m. to sunrise which is also the time when avid fishermen like to go out.

Mr. Fait wondered if people understand the term dusk and can the police enforce it? Mr. Johnson said the Vehicle Code does define "darkness"; dusk probably isn't the best term, but we could use "Darkness to Sunrise." Mr. Fait wondered about picking specific hours and Mr. Johnson said that would be difficult because of daylight savings time; that's why darkness might be a better term to use. Mr. Crook felt it would be best to try it one way and if it doesn't work, come up with another way to re-sign it. Mr. Johnson said he felt the intent is not to change any of the restrictions for boats with trailers, but more to make an allowance to have passenger cars there. Mr. Crook said if you put "Dusk to Dawn" people might be confused about not being allowed there from 2:00-3:00 a.m. when the lot is supposed to be cleared. If you put "Sunset to 2:00 a.m. for Passenger Vehicles" it might be easier to understand. If this is being done for the Community Center, no one will be down there at that time anyway.

Mr. Crook moved to support the recommendation and have the signage read "Sunset to 2:00 a.m. for Passenger Vehicles"; Mr. Walton seconded the motion and it passed unanimously.

The meeting adjourned at 2:37 p.m.

**CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
DRAFT MINUTES**

(Item No. 3)

Thursday, January 25, 2007

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, January 25, 2007, at 2:00 p.m. in the Council Chambers. Present were Paul Crook and Ed Walton. Peter Fait represented Tony Peña and Rick Sitta represented Kim Raddatz. Scott Huth was absent and unrepresented. Assistant Engineer Dave Johnson was also present.

3. Recommendation Regarding the Request to Install a Blue Curb Zone in Front of 531 I Avenue – Mr. Johnson said that a letter had been received from Mary Ellen Teeter, 531 I Avenue, requesting a blue curb zone be placed in front of her residence. She stated that she is taking care of a mother-in-law who has a disability. The City has a warrant for the installation of residential blue curbs with four criteria that need to be met. She has met two of them already – they have a valid handicap placard and a physician's letter recommending that the person have a blue curb due to not being able to walk unassisted more than 50 feet. The third criterion is that they cannot have any area, including a garage, on their property which could be converted to a handicap parking area. Lastly, the warrant states that they must renew it on a yearly basis if it is granted. This property does not meet the criterion of not having any on-site area that could be converted to handicap parking as this property has a garage on-site. Therefore, based on the warrant, the recommendation is to not install a blue curb.

Staff has suggested an alternative to this recommendation; the property in question does not necessarily have an accessible path from where the mother-in-law is staying to the garage and that is the main reason for the request. It's not feasible for Ms. Teeter to accompany her mother-in-law from the living quarters to the garage. Secondly, there was a residential blue curb in this same vicinity at 511 I Avenue that was in place for approximately 10 years. It was recently removed because the person it was granted to no longer lives at the residence. This alternative would be that Council may want to consider the installation of a blue curb at this location.

Mary Ellen Teeter, 531 I Avenue, said that she is the primary caregiver for her mother-in-law who is 89 years old. Although they do have a garage, it does not have direct access from the house into the garage. They have to go outside a door and down a step. She produced some pictures indicating the path of travel – from the back door you go down a step, walk along, and then go up a step into the garage. There's not a direct door from the interior of the house to the garage. Their garage holds their vehicles, but it also holds a lot of extraneous things. In order for her to get her mother-in-law back there it's not easy and it's not safe for her. She uses a walker all the time and if it's farther she uses a wheelchair. So often when she's done this, which is several times a week, cars are parked in front of their house. The Teeters don't normally park their cars there, so people are used to using spaces in front of their house at will.

Mr. Walton said that without being able to go inside the Teeters' house, it looks like the garage is attached to the house. Ms. Teeter responded that it is. Mr. Walton asked if a doorway could be placed between the residence and the garage. Ms. Teeter

didn't think so. She said there's a bedroom that shares a wall with one part of the garage. The house is large in front, skinny, and then large in back which is the garage. The only direct access is through a bedroom and there is permanent shelving which was already there when they bought the home. Mr. Fait said the Building Code does not allow direct access from a garage to a bedroom for fire safety reasons. Mr. Walton asked if another type of room would be acceptable and Mr. Fait said yes, the bedroom could be converted to some type of other use or perhaps a room could be put in between or create a hallway. Ms. Teeter said that this is a guest bedroom and not very big. The walkway into the bedroom is through a bathroom; she doesn't know how they could convert the bedroom.

Mr. Walton said he is not going to be in favor of this. His reasoning is that the warrant states that the property cannot have any area that can be converted and he thinks there's a possibility that the garage could be converted to house a vehicle that could be handicap accessible. The second reason is that he's been driving by ever since this issue came up and every time he's driven by this area there seems to be available parking. This is a decal parking zone, so it's not open to public parking, just to residents. He's hesitant to put a 24-hour, seven-day-a-week parking restriction on everyone when he doesn't see a need.

Mr. Crook made a motion to approve the alternative recommendation to install a blue curb zone and Mr. Sitta seconded it. The vote resulted in a tie with Mr. Crook and Mr. Sitta voting aye and Mr. Walton and Mr. Fait voting nay. It was decided that since this is an advisory vote to the City Council it would be forwarded to them.

Ms. Teeter said a letter had been circulating among neighbors supporting the installation of a blue curb zone and she wondered if the Committee had seen it. Mr. Johnson responded no, but he had received one phone call against the installation. Mr. Crook said that if she has something signed by her neighbors she could bring it to the Council meeting.

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
MINUTES
(Item No. 4)
Thursday, January 25, 2007

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, January 25, 2007, at 2:00 p.m. in the Council Chambers. Present were Paul Crook and Ed Walton. Peter Fait represented Tony Peña and Rick Sitta represented Kim Raddatz. Scott Huth was absent and unrepresented. Assistant Engineer Dave Johnson was also present.

4. Recommendation Regarding the Request for a Reserved Parking Space for the School District Nurse in the 600 Block of D Avenue – Mr. Johnson said that Assistant Superintendent Scott Buxbaum, Coronado Unified School District (CUSD), requested that the City reserve a parking space for the school nurse who has some duties that require her to visit other schools. Her office is in the high school administration offices that front D Avenue. One of her duties is administering insulin to a student at the Early Childhood Development Center. Mr. Johnson met with her and she said there is a need for her to be able to respond within minutes to get to the school to provide that insulin to the student. It's very difficult to get parking right in front of the high school; therefore, CUSD has requested that a space be reserved for the nurse on the west side of D Avenue, approximately in the middle of the block. The California Vehicle Code, Section 22507, allows the local municipality to adopt an ordinance or resolution authorizing preferential parking for school personnel. Therefore, the City of Coronado has the authority to designate a reserved parking space. It's the staff recommendation to reserve a 20-foot parking space for the school nurse. It should be operable between 7:00 a.m.-4:00 p.m., Monday through Friday. It would be a green curb zone and a sign would need to be placed stating the purpose of that parking space.

Scott Buxbaum, CUSD, felt Mr. Johnson had done a great job explaining the situation. He asked if the area in question was the current red zone and Mr. Johnson said they had planned to put it just to the north of the red zone. He understands that there's still a full-size bus that comes for special education students. He spoke with the facilities supervisor and the bus driver and they felt that the entire red zone was necessary. Mr. Buxbaum said CUSD has a parking lot that was just completed on Seventh Street, past the new 500 building, but the distance between that and the nurse's office is not conducive to quick response times.

Mr. Sitta asked where the staff parking lot is and whether it is too far for the nurse to travel. Mr. Buxbaum responded that there is an approximately 34-space lot just past the new 500 building on Seventh Street and the nurse's office is in the front of the administration building. It's about 200-300 yards so it's not a huge distance, but if she needs to get out quickly it's not very convenient.

Mr. Fait asked if the nurse has an I.D. placard that would be in the car so that the police would know that it's an authorized nurse vehicle and can be parked there. Mr. Buxbaum said CUSD could make a placard that says "School Nurse" that she could place on the dashboard. They have something like that for the parking lot, so it wouldn't be

difficult to make one for her. Mr. Crook said the Police Department could make something that has the City logo on it.

Mr. Walton said he would reluctantly go along with the recommendation. He knows that with the tight constraints of the high school, parking is very difficult. He is reluctant because he doesn't want to set a precedent of reserving on-street parking for any particular person. But in this case he thinks we have to.

Mr. Fait supports that as well and believes that with the time restriction it helps to free it up for the public after school hours.

Mr. Crook asked if the sign would say "School Nurse" and Mr. Johnson responded that it will say "School Nurse Reserved Parking/Monday-Friday/7:00 a.m.-4:00 p.m." Mr. Fait wondered about the summertime when the reserved space would not be needed. Also, maybe the wording "During School Hours" could replace "7:00-4:00," although some people might not be aware of when school hours are. Mr. Johnson believes that the nurse gets to work before school officially starts, so school hours might be outside the 7:00-4:00 span he had discussed with her. He said there may need to be creativity with the sign language or it could be bagged in the summer. Mr. Fait observed that there's not a lot of parking there in the summer and Mr. Crook said if there's a complaint it can be addressed and maybe use a meter bag with a lock.

Mr. Sitta moved to approve the recommendation to install a 20-foot green curb as a reserved parking space for the school nurse and Mr. Fait seconded the motion. It passed unanimously.

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
MINUTES
(Item No. 5)
Thursday, January 25, 2007

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, January 25, 2007, at 2:00 p.m. in the Council Chambers. Present were Paul Crook and Ed Walton. Peter Fait represented Tony Peña and Rick Sitta represented Kim Raddatz. Scott Huth was absent and unrepresented. Assistant Engineer Dave Johnson was also present.

5. Recommendation Regarding the Request to Accommodate Passenger Vehicle Parking at the Public Boat Launch Parking Lot – Mr. Johnson reported that the City Manager's office asked the Engineering Department to research the current parking restrictions at the public boat ramp just south of the new Community Center. At present, parking is restricted to vehicles with boat trailers and there is a complete prohibition between 2:00-3:00 a.m. to prevent overnight parking. The City Manager's office was concerned that often the parking lot is underutilized and with the increased activity at the Community Center, it could be used for people visiting the Community Center, particularly during evening hours.

Staff looked into the restrictions and there was some concern because the City has received funds in the past from the Department of Boating and Waterways to improve the boat launch. Mr. Johnson examined the agreements the City has with them regarding these grants and there are no restrictions on times or particular users of the parking lot, only that the facility be open for the enjoyment of the public. It doesn't seem as though there would be any restriction on allowing vehicles without boat trailers to park there.

Prior to 1979 there was a restriction on parking from 2:00-5:00 a.m. and in 1979 a faction of boaters came to Council saying they felt that was too restrictive because a lot of people want to get out on the water earlier than 5:00 a.m. That's when the hours were changed from 2:00-3:00 a.m. to prevent overnight parking. Mr. Johnson believes that at that time the restriction was also placed on the boat trailers. Because there don't seem to be any restrictions placed on what the City can do as far as allowing certain uses, the staff recommendation is to allow vehicles with or without trailers to park there from dusk to daylight while still having in place the 2:00-3:00 a.m. restriction. That will allow vehicles without boat trailers to park there during the evening hours when there may not be as many vehicles with trailers.

Mr. Fait asked for a description of the layout of the lot, approximately how many spaces it has and the length of the center section. Mr. Johnson did not know how many spaces there are, but he guesses there are about 15. As you're coming southbound on Strand Way, the circulation of the lot is that you enter the first parking aisle and then make a U-turn (it's one way); there's parking allowed on each side of the lot and there are also aisle spaces. Mr. Fait wondered if the lot tended to get full in summertime or is there a chance that some of the spaces could be open to any type of vehicle, even during the day? Mr. Johnson said at this time of the year there are spaces open during the day; he was there at lunchtime today and there were only three vehicles with trailers. He thinks that during the summertime it gets pretty busy and there are a lot of vehicles with

boat trailers. This recommendation is being made mainly to accommodate the evening hours of the Community Center; in the evening there are a lot of cars parked on SR-75 and the perpendicular spaces are pretty much full.

Mr. Fait is supportive of the recommendation but thinks it would be worth looking at the center aisle that is angled and kind of a drive-through. If that's 36 feet or more perhaps the center of it should be striped to make it clear that two cars can park there, so they don't drive up and park in the middle. It wouldn't preclude anyone with a truck and a trailer. Mr. Johnson said he'd have to look into that; he's never seen anything striped so that a person can decipher when it's for full-length and when it's for passenger vehicles. Mr. Crook thought that the Vehicle Code says something about being parked within the marked parking space. With a solid line someone may pull in with a boat or a trailer and think they can't use the two spaces and then there's the problem of sticking out in the aisle and others can't get through. Mr. Fait suggested making the dividing line dashed.

Mr. Walton can attest that the parking lot does get used a lot by boat trailers. When he had his boat oftentimes he would have to park on Strand Way because all the spaces were full. It is particularly worse now because you cannot parallel park on Strand Way, so those people have to drive farther. He thinks that keeping it for vehicles with trailers, at least during the daylight hours, is very important. He would go a little further and start the allowance for passenger vehicles one hour after sunset rather than dusk because when he was boating he would come in as soon as it started to get dark and by the time he got fully loaded it would be about an hour after dark. Lastly, there is already a prohibition from 2:00-3:00 a.m. so it may be easier for enforcement to say "Passenger Vehicles Allowed from 1 Hour after Sunset to 2:00 a.m." He doesn't feel passenger vehicles would be using this lot from 3:00 a.m. to sunrise which is also the time when avid fishermen like to go out.

Mr. Fait wondered if people understand the term dusk and can the police enforce it? Mr. Johnson said the Vehicle Code does define "darkness"; dusk probably isn't the best term, but we could use "Darkness to Sunrise." Mr. Fait wondered about picking specific hours and Mr. Johnson said that would be difficult because of daylight savings time; that's why darkness might be a better term to use. Mr. Crook felt it would be best to try it one way and if it doesn't work, come up with another way to re-sign it. Mr. Johnson said he felt the intent is not to change any of the restrictions for boats with trailers, but more to make an allowance to have passenger cars there. Mr. Crook said if you put "Dusk to Dawn" people might be confused about not being allowed there from 2:00-3:00 a.m. when the lot is supposed to be cleared. If you put "Sunset to 2:00 a.m. for Passenger Vehicles" it might be easier to understand. If this is being done for the Community Center, no one will be down there at that time anyway.

Mr. Crook moved to support the recommendation and have the signage read "Sunset to 2:00 a.m. for Passenger Vehicles"; Mr. Walton seconded the motion and it passed unanimously.

The meeting adjourned at 2:37 p.m.